C5800 -30

THE WEEKLY OF
BUSINESS AVIATION™

Vol. 54 No. 20 | INTELLIGENCE | Page 203

THE BRAZILIAN GOVERNMENT is forging ahead with the privatization of Embraer. BNDS, the Brazilian national development bank charged with overseeing the privatization of many government-owned industries, last week appointed two consultant companies to evaluate Embraer's financial status, ongoing programs and future prospects for privatization. An Embraer spokesman estimated that the government could begin selling shares of the company to private entities within eight to nine months.

TOTAL COST of the Garrett Engine Division's response to two sun gear failures in the TFE731-5B fan gearbox hasn't been calculated, but officials say it's in "the tens of millions" of dollars. The effort to identify the problem, devise a solution, conduct tests, manufacture and certificate a new sun gear and modify customer airplanes has involved between 300 and 500 company personnel. The four-month turnaround from initial failure to solution would not have been possible under the "old Garrett," officials claim. They credit the company's transition to a Continuing Improvement/Total Quality Management program over the past two years with shaving months off the process of finding and implementing a fix *(see related article on Page 206).*

THE AVIATION INDUSTRY has exhibited rare unity in its opposition to the FAA unescorted access proposal. Some 15 associations signed a joint letter to FAA, calling the proposal "unjustified" and "ineffective." RAA Vice President Deborah McElroy told FAA, "I cannot remember another recent proposal with such unified opposition from all corridors of the aviation industry including the airlines, airports, manufacturers and employees."

EXPERIMENTAL AIRCRAFT ASSOCIATION, which last week announced a new program to draw more people into general aviation, said the industry has continued its downward trend. Using figures compiled by the General Aviation Manufacturers Association, EAA noted decreases in the number of active pilots (-13.7 percent), GA hours flown (-19.6 percent) and active GA piston aircraft (-2.9 percent), among others. Most staggering, but not surprising, the number of piston aircraft shipments is 96 percent less than what it was in 1979 (*see story on Page 205).*

REP. CARR PLANS RELIEF ON UNESCORTED ACCESS PROPOSAL

Rep. Bob Carr (D-Mich.), admitting that Congress has created "a nasty little problem" with its mandates for tighter airport security, last week said he would support legislation giving employers the flexibility to conduct criminal record checks without requiring them. Carr, vice chairman of the House transportation appropriations subcommittee, said, "FAA, by the lack of consummate wisdom by Congress, has thrown the FAA administrator into a terrible dilemma." Congress, he said, did not give FAA good guidelines to develop regulations for airport security and the result was FAA's controversial proposal to require 10-year criminal history checks of employees with unescorted access to secured areas of airports.

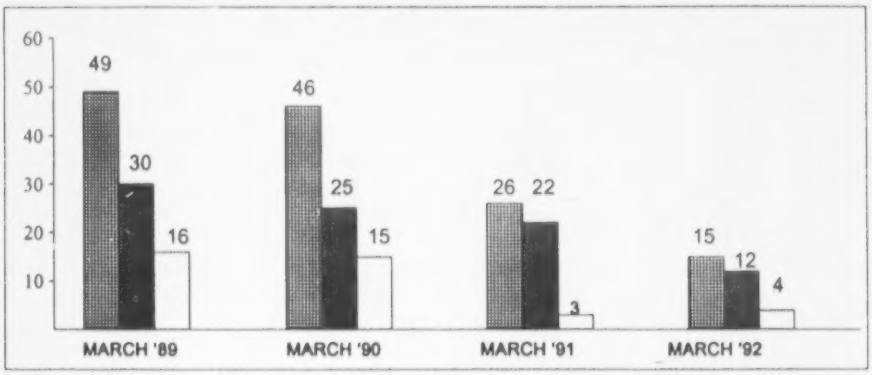
"There is absolutely no way that the FBI has the kind of resources to do what's envisioned" by the proposal, Carr said, adding, "the idea that airlines would have to pay for the cost of this, I can also tell you, that there's just no way we would recover the cost." He conceded that "clearly" FAA should issue some security regulation, but "for the FAA administrator to decide which spots, which types of employees, which class of U.S. citizens ought to have [the background checks], seems to me to be inappropriate." Carr said FAA should issue regulations that allow airlines to conduct the criminal history checks without mandating them. "There are a

(Continued on Page 204)

NOW ONLINE WORLDWIDE

The Weekly of BUSINESS AVIATION • 1156 15th Street, N.W. • Washington, D.C. 20005 • 202-822-4600 • FAX 202-293-2682 • Dave Colloguan/Editor, Kerry Lynch/Assistant Editor, Martin Sibley/Senior Copy Editor, Tom Woodall/Publisher • Published weekly by the Aviation Week Group of McGraw-Hill, Inc., 1221 Avenue of the Americas, New York, N.Y. 10020. (ISSN No. 0509-9528/90) • Officers of McGraw-Hill, Inc.: Joseph L. Dionne, Chairman, President and Chief Executive Officer; Robert N. Landes, Executive Vice President, General Counsel, and Secretary; Harold W. McGraw, III, Executive Vice President; Frank D. Penglase, Senior Vice President, Treasury Operations; and Kenneth E. Gazzola, Executive Vice President, Aviation Week Group. • Subscription rates: Within the U.S., one year $450, 6 months $290. Quantity rates on request. Mailed first class. COPYRIGHT © 1992 by McGraw-Hill, Inc. All rights reserved. None of the content of this publication may be reproduced, stored in a retrieval system, or transmitted in any form or by any means (electronic, mechanical, photocopying, recording or otherwise) without the prior written permission of the publisher.

USED RETAIL JET DELIVERIES — NORTH AMERICA



LIGHT

SN601 Corvette
Beechjet 400
Citation I + II
Falcon 10 + 100
I.A.I. 1121 A/B/C Commodore Jet
Lear Jet 23/24/25/28/29/31/35/36
MU300 Diamond 1/1A/2
MS760 Paris Jet

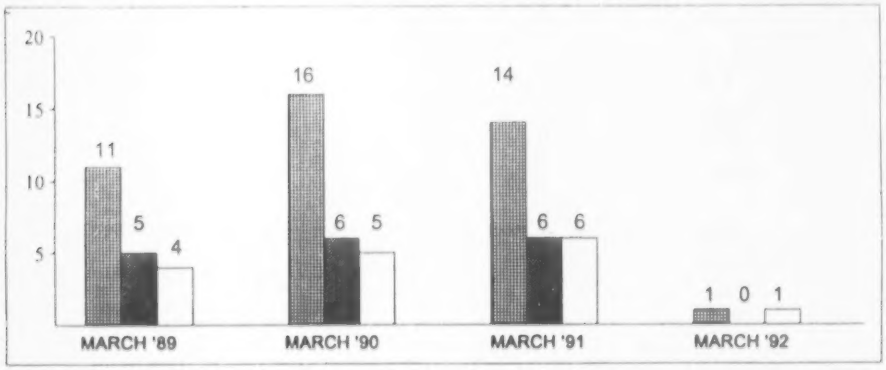
MEDIUM

Citation III + VI +VII
Falcon 20/200
BAE 125 (All Models)
I.A.I. 1123/1124/1124A Westwind
I.A.I. 1125 Astra
Lear Jet 55 Series
Saberliner (All Models)

HEAVY

CL600/601 Challenger
Falcon 50/900
G1159 Gulfstream 2/2B/3/4
Lockheed Jetstar (All Models)
All Airliner Type Jets
Such as Boeing 707 and similar type aircraft

USED RETAIL JET DELIVERIES — OUTSIDE NORTH AMERICA



LIGHT

SN601 Corvette
Beechjet 400
Citation I + II
Falcon 10 + 100
I.A.I. 1121 A/B/C Commodore Jet
Lear Jet 23/24/25/28/29/31/35/36
MU300 Diamond 1/1A/2
MS760 Paris Jet

MEDIUM

Citation III + VI + VII
Falcon 20/200
BAE 125 (All Models)
I.A.I. 1123/1124/1124A Westwind
I.A.I. 1125 Astra
Lear Jet 55 Series
Saberliner (All Models)

HEAVY

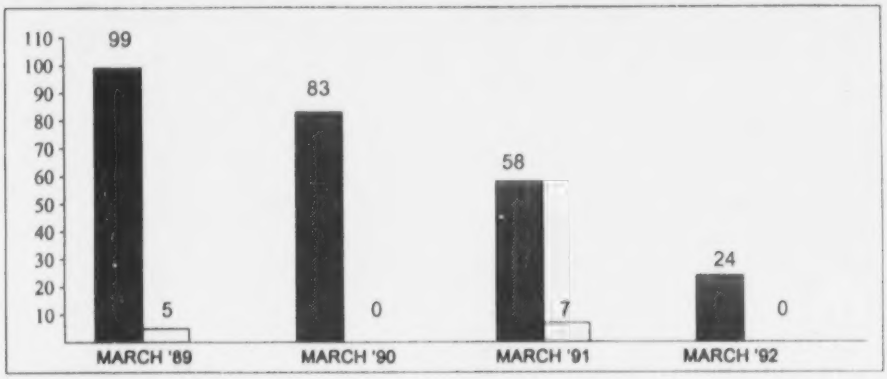
CL600/601 Challenger
Falcon 50/900
G1159 Gulfstream 2/2B/3/4
Lockheed Jetstar (All Models)
All Airliner Type Jets
Such as Boeing 707 and similar type aircraft

SOURCE: AvData, Inc. Wichita, KS

APRIL '92

COPYRIGHT © 1992 McGRAW-HILL, INC.

USED RETAIL TURBOPROP DELIVERIES — NORTH AMERICA



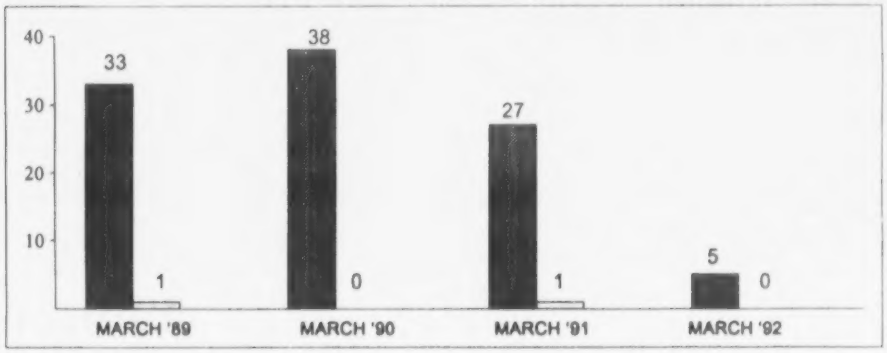
MEDIUM

Turbo Commander (All Models)
Beech 90 King Air (All Models)
Beech 100 King Air (All Models)
Beech 200 King Air (All Models)
Beech 300 King Air (All Models)
Cessna 400 SRS Conversions
Cessna 425/441/406
Mitsubishi MU2 (All Models)
PA31T/PA42 Cheyenne (All Models)
Swearingen Merlin/Metro (All Models)

HEAVY

G159 Gulfstream 1
All airliner Type Turboprops
Such as F-27 Friendship and similar type aircraft

USED RETAIL TURBOPROP DELIVERIES — OUTSIDE NORTH AMERICA



MEDIUM

Turbo Commander (All Models)
Beech 90 King Air (All Models)
Beech 100 King Air (All Models)
Beech 200 King Air (All Models)
Beech 300 King Air (All Models)
Cessna 400 SRS Conversions
Cessna 425/441/406
Mitsubishi MU2 (All Models)
PA31T/PA42 Cheyenne (All Models)
Swearingen Merlin/Metro (All Models)

HEAVY

G159 Gulfstream 1
All airliner Type Turboprops
Such as F-27 Friendship and similar type aircraft

SOURCE: AvData, Inc. Wichita, KS

APRIL '92

COPYRIGHT © 1992 McGRAW-HILL, INC.